

Shipping

IMMIGRATION FROM EUROPE TO COME IN KOSMOS LINE STEAMERS

The Kosmos Line, a large German steamship company which is to open a service to the Hawaiian islands with the first part of the new year, may make a strong bid for the business of transporting immigrants from Portugal and Spain to the territory, according to advices received at Honolulu.

The Kosmos Line, which is believed to be in a way to open the service here, is maintained by the Harrison Direct Steamship Company, which is also to open an office at this port on or about the first of 1913.

Practically all details for a call of at least four large freight steamers in the Kosmos service at Honolulu during 1913 were settled at the time of the visit of Senator Norman Watkins General Superintendent for the Hawaiian Fertilizer Company, who spent some weeks on the coast, in perfecting arrangements for the advent of the Kosmos line into this field.

The first vessel in the Kosmos service is expected to call here along in April, followed each three months by a steamship of large tonnage. It is stated that the directors of the company have given a guarantee of at least four steamers for Honolulu during 1913.

Most of these vessels are well adapted to the transportation of steerage passengers. The Kosmos Line is declared, does a big business in both passengers and freight between Europe and the South American ports.

The route to be pursued by the vessels that are scheduled to visit Honolulu will include a start from Hamburg or Antwerp thence to Leth and London, and following a long steaming radius along the east coast of South America into the western ocean, the vessel may call at one or more ports along the coast of Chile there to take on shipments of nitrates destined for Honolulu.

The Kosmos steamers are to proceed to the coast following the discharge of nitrates at this port. The Pacific ports are believed will include San Diego, San Francisco, and then to Puget Sound.

In returning to Europe the Kosmos liners it is said will make no stops along the East coast of South America but will proceed to the Continent and the United Kingdom.

That the Kosmos Line will open its own office at Honolulu is believed certain in local shipping circles.

The vessels now engaged in a four-weekly service under the Kosmos house flag, which liners are trading along the west coast of South and North America, are of varying tonnage.

In the employment of Kosmos Line steamers in carrying Portuguese or Spanish immigrants from Europe to Hawaii, it is predicted that a material saving in the heavy expense attached to this class of business might be effected.

Lumber Trade Demands Tonnage.

Australian lumber exporters are searching carefully and thoroughly in the tonnage market for tramps to carry their building materials to the antipodes, but, so far, the scarcity of vessels has worked against them. The demand for bottoms for the lumber trade to Australia is heavy, and charter rates are not the lowest. Among the recent fixtures are the British steamer Franky and the Norwegian steamer Mathilda, both to load at North Pacific ports. The Mathilda is chartered by the government to carry coal from Newport News for San Francisco, but advices are to the effect that it has been fixed by the G. W. McNear company to load lumber for the antipodes on a time charter. The Franky, last reported at Valparaiso, has been taken by the American Trading company for delivery here.

In the weekly bulletin of the Pacific Coast, four charters are announced. Included in the fixtures are the schooner E. K. Wood, from Puget Sound to San Francisco, \$4.75; steamer Melville Dollar, Columbia river to San Pedro, \$5.50; schooner Robert Seales, north Pacific to Guaymas, \$8; schooner Omega, Grays Harbor to Lebu, 65s. The demand for bottoms on the Pacific, as well as the east coast, continues to be heavy, with the demand exceeding the offerings. Fixtures of sailing vessels on the Atlantic side is reported as being more than usual, the windjammer demanding and securing a good price because of the scarcity.—Chronicle.

Raising the Newport.

The salvage steamer Salvor, Captain Stratford, with Captain W. H. Logan and the divers and salvage crew of the British Columbia Salvage Company of Esquimalt, have reached Balboa and are now engaged in raising the sunken Pacific Mail liner Newport. The work is being done under way, according to cable advices received by the marine department of the Chamber of Commerce. The Newport, which had arrived at the canal port from San Francisco with a large cargo of machinery, was lying alongside the dock about a month ago when the big warehouse collapsed and toppled over two 60-ton cranes which fell on the

deck of the steamer. The Newport gradually settled and went down in thirty-five feet of water.

Considerable discussion is heard concerning the lack of proper salvage facilities at this port. With the exception of the Whitelaw Wrecker Company, which operates a salvage tackle, there are no other companies able to undertake a distant salvage job. The only available vessel to assist in raising the Newport was the Salvor, and she had to make a long run of 4000 miles from the north to Panama. She was sixteen days on the voyage.—Chronicle.

Three Hundred Opium Seizures a Year.

Contraband opium is handled in large quantities at Manila, judging from a report from the Collector of Customs for the fiscal year just made public.

"During the fiscal year 1912 there was legally imported into the Philippine Islands for medical purposes, 28 kilos of opium, with a value of \$717. This represents an increase of three kilos over the quantity so imported in 1911, and of \$250 over the value of that year. The high prices which opium and similar drugs command in the local markets, however, serve as a sharp incentive to attempts at evasion of the prohibitive restrictions placed upon their importation, and the work of suppressing this illicit traffic necessarily claims a large part of the time and attention of the secret service agents of the bureau of customs, by whom 283 seizures were made during the past year. There were recovered 1401 kilos of opium, 20.8 kilos of morphine, and 6.73 kilos of cocaine or a total value in the local markets of approximately \$104,765."

Collector Now Boarding-house Master.

MANILA, P. I., Sept. 8.—Boarding-house master is the new job given the acting collector of customs in addition to his manifold duties.

There are at present a number of foreigners whose presence in the Islands is no longer desired by the authorities, some of these men being either ex-convicts, vagrants or worthless characters in general.

Efforts made by the government to have these men deported by their respective consuls have been without avail, there being no money allotted for this purpose.

To solve the problem of transportation the executive secretary has called upon the collector of customs to secure berths for these men on outgoing vessels. The customs boarding officers have in turn been instructed to interview all masters of foreign vessels coming into this port with a view to securing transportation for these men, but it seems as if the skippers are not anxious to hire Manila tars.

Big Ferry Now Building.

SAN FRANCISCO, Sept. 19.—The new ferry steamer Contra Costa, which the Southern Pacific is building and which, it claims, will be the largest ferry boat in the world, is now in process of construction. The hull is being constructed in the Oakland shipyards of the Southern Pacific. The machinery is being made at the Sacramento shops. The second of four mammoth castings for the vessel, which will be placed on the Benicia port Costa service, alternating with the Solano, has just been turned out of the Sacramento shops. The casting was a 12,000-pound cylinder, of which are to be installed in the steamer. The Contra Costa will be larger than the Solano by a few feet in length and width and, by having its engines in the center instead of on the sides, will have a greater carrying capacity.

Hyades Will Clean Up Island Sugars.

A rather small amount of sugar, it is expected, will be forwarded to the Coast in the Matson Navigation S. S. Hyades, which is scheduled to sail from Hilo for San Francisco on or about Sunday. The vessel left Honolulu on Tuesday evening after having discharged a large general cargo and a quantity of lumber. The Hyades is to call at Port Allen, Kaaupali, Kahului and lastly at Hilo, leaving that port for the Coast. A considerable shipment of pineapples has been supplied the vessel.

Siberia Has Fair Oriental Freight.

Nine hundred tons of Oriental cargo are to be discharged from the Pacific Mail liner Siberia, upon arrival from Hongkong and Japan ports next Tuesday. This vessel is believed to bring a large number of Filipinos for the island sugar plantations.

Honolulu Off for the Islands.

The Matson Navigation steamer Honolulu, with passengers and a general cargo from the mainland, is reported to have sailed from San Francisco for Honolulu at noon today.

The vessel is due to reach this port on Wednesday, October 9.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Sept. 30	6:27	1:17	6:54	1:44	7:21	2:11	7:48	2:40
Oct. 1	6:54	1:44	7:21	2:11	7:48	2:40	8:15	3:10
2	7:21	2:11	7:48	2:40	8:15	3:10	8:42	3:40
3	7:48	2:40	8:15	3:10	8:42	3:40	9:09	4:10
4	8:15	3:10	8:42	3:40	9:09	4:10	9:36	4:40
5	8:42	3:40	9:09	4:10	9:36	4:40	10:03	5:10
6	9:09	4:10	9:36	4:40	10:03	5:10	10:30	5:40
7	9:36	4:40	10:03	5:10	10:30	5:40	10:57	6:10
8	10:03	5:10	10:30	5:40	10:57	6:10	11:24	6:40
9	10:30	5:40	10:57	6:10	11:24	6:40	11:51	7:10
10	10:57	6:10	11:24	6:40	11:51	7:10	12:18	7:40
11	11:24	6:40	11:51	7:10	12:18	7:40	12:45	8:10
12	11:51	7:10	12:18	7:40	12:45	8:10	1:12	8:40
13	12:18	7:40	12:45	8:10	1:12	8:40	1:39	9:10
14	12:45	8:10	1:12	8:40	1:39	9:10	2:06	9:40
15	1:12	8:40	1:39	9:10	2:06	9:40	2:33	10:10
16	1:39	9:10	2:06	9:40	2:33	10:10	3:00	10:40
17	2:06	9:40	2:33	10:10	3:00	10:40	3:27	11:10
18	2:33	10:10	3:00	10:40	3:27	11:10	3:54	11:40
19	3:00	10:40	3:27	11:10	3:54	11:40	4:21	12:10
20	3:27	11:10	3:54	11:40	4:21	12:10	4:48	12:40
21	3:54	11:40	4:21	12:10	4:48	12:40	5:15	1:10
22	4:21	12:10	4:48	12:40	5:15	1:10	5:42	1:40
23	4:48	12:40	5:15	1:10	5:42	1:40	6:09	2:10
24	5:15	1:10	5:42	1:40	6:09	2:10	6:36	2:40
25	5:42	1:40	6:09	2:10	6:36	2:40	7:03	3:10
26	6:09	2:10	6:36	2:40	7:03	3:10	7:30	3:40
27	6:36	2:40	7:03	3:10	7:30	3:40	7:57	4:10
28	7:03	3:10	7:30	3:40	7:57	4:10	8:24	4:40
29	7:30	3:40	7:57	4:10	8:24	4:40	8:51	5:10
30	7:57	4:10	8:24	4:40	8:51	5:10	9:18	5:40
31	8:24	4:40	8:51	5:10	9:18	5:40	9:45	6:10

WEATHER TODAY

Temperature—6 a. m., 76; 8 a. m., 79; 1 p. m., 81; 12 noon, 84. Minimum last night, 74.

Wind—6 a. m., velocity 3, direction N.E.; 8 a. m., velocity 6, direction N.E.; 10 a. m., velocity 10, direction N.E.; 12 noon, velocity 9, direction N.E. Movement past 24 hours, 168 miles. Barometer at 8 a. m., 30.03. Relative humidity, 8 a. m., 63. Dew-point at 8 a. m., 66. Absolute humidity, 8 a. m., 6.679. Rainfall, T.

ARRIVED

Tuesday, Oct. 1.

Japan ports—Maryland, U. S. S. p. m.

Hawaii via Maui ports—Claudine, a. m.

Kauai ports—W. G. Hall, stmr., a. m.

DEPARTED

Tuesday, Oct. 1.

San Francisco—Kilauea, stmr., 5 p. m.

Kauai ports—Kinau stmr., 5 p. m.

Maui, Molokai and Lanai ports—Mikahala, stmr., 5 p. m.

San Francisco—Lurline, M. N. B. S. 7 p. m.

Hilo via way ports—Mauna Kea, stmr., 10 a. m.

PASSENGERS ARRIVED

Per stmr. Claudine, from Hawaii and Maui ports—F. Freudenberg, G. Leong, C. A. Doyle, Mrs. J. E. Brela, Mrs. Wright, John Gouvea, Mrs. Teixeira, Wm. Ayres, Albert Ayres, E. E. Battelle, S. P. Starrett, E. H. Paris, Mrs. C. W. North, A. E. Marques, W. A. F. Branco, W. C. Paschoel, F. M. Correa, Mrs. Konda, W. J. Coelho, Mrs. W. D. Kolb, Mrs. Chas. Adams, Mrs. C. Snyder, H. H. Gayford, H. F. Giese, Higoshi, Chan Sang, A. Reimann, J. E. Green, J. E. Gannan, A. R. Thapagen, F. J. Fitzpatrick, 52 deck.

Per stmr. W. G. Hall from Kauai ports—Mr. and Mrs. Hans Isenberg, A. Rosehill, H. L. Orange, L. L. McCandless, C. McKenzie, D. Young, Rev. C. Nakamura, Mrs. Ayres, Mr. and Mrs. Jno. Kaneko, C. N. Spitz, 27 deck.

Per stmr. Maui from Kawaihae—L. E. Case, Thos. Lindsay, Jas. Birder, H. N. Neal.

WATERFRONT NOTES

Claim No Mystery About Professor Koch.

The Professor Koch, a Russian bark, sailing from Bremen on May 1st and arriving at Rio Janeiro on Aug. 5th, is, according to advices received at the port of Honolulu some weeks ago, not to continue the voyage to Honolulu for the reason that in departing from the German port the windjammer was fully laden with a large shipment of cement for the Brazilian port.

It is pointed out that were the vessel to be sent on to these islands she would have to take on ballast or some South American product, which is entirely out of the realm of possibility. Local shipping men have never taken the prospective arrival of the Professor Koch at this port with any degree of seriousness, following advices received from the coast.

Purser Kibling of the Inter-Island steamer Claudine reported the arrival of the American schooner Defender at Honolulu, the windjammer being sighted as the Claudine steamed past that port on last Monday evening.

The Claudine met with fair weather on the return trip. The steamer arrived with a varied cargo including a mill roller, 6 cords wood, 9791 feet of planking, 3441 feet flooring, 11,300 paving blocks and a quantity of empty bottles and drums, 45 barrels wax, 15 bales hides, 19 hogs and 264 packages sundries.

A rather small list of cabin and deck passengers returned to this port in the Claudine.

Schooner Kofa to Load Sugar.

Sugar will be supplied the American schooner Kofa destined for San Francisco refineries, and that vessel is now on the way from Ahukini to Hana, Maui. The windjammer was towed to sea on the last visit of the steamer Hall at the Garden Island port. At this season of the year the length of time consumed in sailing between the two island ports is problematical. The bark Nuuanu is about three weeks out from Honolulu to Hilo, with no signs of arrival at the Hawaii port.

Hall Bumps Into Choppy Seas.

The Inter-Island steamer "W. G. Hall met with choppy seas and light winds on the return voyage from Kauai ports to Honolulu. The vessel brought little cargo, her list including one auto and 55 packages sundries. Purser Mackenzie reports 3324 sacks sugar awaiting shipment at Ahukini.

Many Asiatics to Sail in Tenyo Maru.

At least one hundred and fifty Japanese will depart for their native land in the Tenyo Kisen Kaisha liner Tenyo Maru, which sails for Oriental ports tomorrow evening. A wireless message received at the agency of Castle & Cooke today states that the vessel will arrive here at an early hour and, having no cargo for this port, should receive prompt dispatch. The Tenyo Maru will bring a later mail from San Francisco.

Germans Enter Philippine Trade.

NAPLES, Italy.—North Deutscher Lloyd people say that the visits of their steamships at Manila will be resumed in October on the next trip of the steamship Goeben. One boat a month for four months. The steamship Goeben on her next following trip will go on the Australian run. This line will go through the Panama Canal after 1915, cutting off eight days from the time made by going via the Suez Canal.

German Steamers to Japanese Ownership.

The sale of the N. D. L. steamers Devawongee and Loosok to a Japanese shipping firm, which was recently reported as about to take place, has not gone through, the Bangkok Times says, the expected purchasers failing to agree to certain clauses in the proposed agreement. The vessels will accordingly continue as before on the China ports, Singapore and Bangkok run.

Island Mounts for the Cavalry.

Seventy-one island-bred horses intended for the United States cavalry stationed in these islands, arrived in the Inter-Island steamer Maui this morning.

The animals stood the voyage in fine shape and they were accompanied from Kawaihae to this port by a corps of veterinarians and assistants. The steamer Maui was favored with moderate seas and winds.

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HARBOR NOTES

The next mail from the coast is due to arrive in the Japanese liner Tenyo Maru tomorrow morning.

A mail for the mainland will be dispatched on Friday in the Oceanic liner Sonoma, now expected from Sydney by the way of Pago Pago.

After a fair passage to the coast, the American schooner A. P. Coates is an arrival at Eureka, yesterday. This vessel discharged lumber at Hilo.

Coaling began on board the United States cruiser Maryland today. The war vessel is expected will sail for Seattle tomorrow with Secretary Knox and party.

Owing to a very large offering of pineapples and bananas, the Matson Navigation steamer Lurline did not get away for San Francisco until after seven o'clock last night.

The arrival of the Russian bark Professor Koch from European Ports is a matter of some speculation here. Shipping men at the port profess to know little about the vessel and her movements.

The largest shipment of preserved pineapples to leave the islands in the Matson Navigation steamer Lurline were shipped last night when fifty-two thousand cases of fruit were forwarded to the coast.

A report received at this city yesterday announces the arrival of the American bark Foohing Suey at New York, this vessel having sailed from the Hawaiian Islands on May 15th with a full shipment of sugar, destined for Delaware.

KEEP NUMBER OF WATCH.

Write the number of your watch or automobile in a book and make the work of the police easy if your property is stolen.

"This is the request that is being made of the public in nearly all of the cities of the mainland by the police departments. Very few people take the trouble to jot down the number of their watch or automobile in some book where it can be found when wanted. It is possible that you may know the number of your touring car, but how few know the number of the watch they carry in their pocket?

If you lose your watch or it is stolen, it is almost certain that you will get it back again if the number is handed to the police.

A case is on record where a watch has been returned to the owner by the police after it had been stolen from the owner for over five years.

WANTS

FOUND.

Lady's brooch on Saturday night last at St. Elizabeth's House. Apply to president Chinese Students' Alliance. k-5356-2t

CIGARS.

New stock Perfectos, Londres, Victorias. Tim Kee, cor. Alakea & King. k-5356-3m

MUSIC LESSONS.

Gregorio Domingo, teacher of mandolin, mandola and clarinet. Tel. 2179. k-5356-3m

PROFESSIONAL CARDS.

Gregorio Domingo; studio, 1929 Richards. Tel. 2179. Teacher of violin. k-5356-3m

PIANO MOVING.

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FAMILY TRADE

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KNOX-FISHER

(Continued from Page 1)

slightly over the reef, and the waves that carried the canoe shoreward were of tiny proportions. The rush at express train speed in a smother of spume and flying spray that makes surfing at its best the most thrilling of experiences for the malihini, was lacking, much to the disappointment of the habitués, who were just as anxious for action as the visitors themselves were.

However, the Knox party thoroughly enjoyed themselves and went to their dressing rooms after an hour on the water well pleased with the afternoon's sport. While in Honolulu on the outward voyage Secretary Knox watched surfing parties with great interest, and expressed a desire to take a hand in the new game. So yesterday came a wireless from the Maryland, engaging a canoe for 4 o'clock. Everything was ready but the surf, and, as above mentioned, that acted in a very sulky and ungracious manner.

Ran From Typhoon.

Secretary Knox was enthusiastic about his trip to Japan, which, aside from the sad errand which took him there, was most enjoyable. With the exception of a couple of days, the voyage of the Maryland both going and coming was like a yachting trip on summer seas.

"We had a little rough weather the first two days out from Yokohama," said Secretary Knox. "The fact is, we were chased by the big typhoon that did so much damage to the country, but the Maryland is a good ship to be at sea on in a storm."

"The ceremonial part of our visit was most impressive," continued the Secretary. "The whole nation mourned sincerely for the dead emperor. The suicide of Count Nogai caused a great sensation, coming just as it did, and created much comment and speculation."

"How about politics; what's the news?" asked the Secretary of the Star-Bulletin reporter, "beating him to it" with the question. "I'm really asking for information," Mr. Knox added, for you must remember that we haven't seen a paper for days, and are completely out of touch with world news and mainland affairs. Don't question me,